

ATTENDEES  
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Objective – Touch base with as many other modes as possible. What is the state of the art with other modes. Gauge what's going on. Make some conclusions on the state of the art.

Bill Schomisch, Director, Kalamazoo Metro Transit, City of Kalamazoo - He heads up the transit authority. There is a Kalamazoo Transit Authority Board of Directors. He has 130 employees, 44 buses, and a \$10M operating budget. There are 15 – 17, 000 trips/day. The rider ship is the highest it has been in 20 years. Western Michigan is a big influence. Federal, State, and local operating funds plus passenger fares support the system. This is typical of other transit agencies around the country.

Asset Management for the Department – National transit database requires reporting through out year.

The Federal government requires a tri annual review. FTA reviews what they are doing to assure they are complying with Federal regulations, such as, adequate facility maintenance, compliance with DBE, EEO, Civil Rights requirements to name a few.

Buses are 30-40 foot vehicles. The cost is \$290,000 for a 30-foot bus. FTA requires assets to be used for certain duration (12 years or 500,000 miles). A bi-annual (every two years) inventory is required for all inventory. Kalamazoo actually runs buses 15 years.

Deficiencies are required to be corrected by FTA. Funding could be jeopardized if not corrected. Track all the parameters on bus fleet in their inventory.

MDOT collects inventory data also from transit providers. The National Transit Database doesn't track enough details to use as only asset management component.

Currently, Kalamazoo replace three to five buses every year so that all buses aren't of the same age and come due for replacement at the same time. Not so in the past.

Transit Operators operate independently around state; there is no real conformity. Act 51 revenues received are based on Operator's expenses.

Asset management is good for financial planning, but there isn't enough money to satisfy all the needs.

Public Transit Management System (PTMS) is collecting statewide data.

Preventative maintenance program on buses allows bus life to be extended to 15 years.

Biggest problem is getting trained mechanics to work on newer sophisticated buses.

They do not have a model to predict asset life. Rather they use expenses incurred over time and past experience to predict asset life. Kalamazoo is too small to have a model.

Funds are allocated on a population density formula so Transit Operators are not in competition with one another.

The only consistency in the industry is that all follow the same regulations and report the same data to PTMS and the National inventory.

They can manage assets better by planning better. They are always at the mercy of amount of dollars available. Short term and long term financial planning will help manage assets better. Difference between 20 years ago and now is that in the past they collected the data because it was required but did not use it. Now, they collect the data and use it to operate the system better.

Peer group comparisons are not being done. Data sent to the State is reported back in quarterly reports from MDOT, UPTRAN.

Each operator is left up to his or her own initiative to improve (or not).

Kalamazoo also has two para transit systems. Looking at combining the two para transit systems.

Gasoline would have to be \$3.50 to \$4.00 per gallon for people to switch from cars. They are getting calls from first time transit users now, however due to the gas prices. They wanted to raise the fares from \$1.00 to \$1.50 but it did not pass. The current fare is \$1.10. That is all they got. They are now trying to increase the fare to \$1.25. They will be out of business by 2008 unless they get more revenue.

Recommendations: The systems that have the resources are managing assets better than in the past. He would try to create an incentive for operators to do better. They are all fighting for scarce resources. Resources could be tied to performance measures.

Norm Cox, Greenway Collaborative, (Handout provided and attached) – They started with putting a bicycle map together in '98 for MDOT.

Map would be used for daily riders plus for planning trips. Information was presented that is key for a rider. Found that some of the key information needed for the maps is lacking (ADT data on county roads for example). Since '98 two areas (SEMCOG and Western UP) have pulled together information needed to fill in prototype map.

MDOT Southwest Region tried to incorporate non-motorized elements into projects. They flag key projects at early stages so non-motorized elements can be incorporated.

Key factors for citywide non-motorized plan inventory were developed. He has never encountered presence of sidewalks in any city asset inventory.

Most planning is split between comprehensive regional plan and a local plan. Cities and MDOT are most active. Not much being done at the county level.

Need a uniform approach to putting plans together. There is a lot of information out there but it is not necessarily being used. MDOT is going around their Regions trying to bring them all up to speed.

In about one and a half years MDOT should have a tool available to make practice more uniform.

There is great reluctance on the part of the county to get involved. Act 51 sets out that 1% minimum be spent on non-motorized and counties are paving shoulders with it. Counties are also paving dirt roads, which qualifies for the 1%, set aside. Ann Arbor upped the 1% amount to 5% for non-motorized.

Enhancement funds are the biggest source of dollars for non-motorized.

Off road network is accommodated in the State's database. SEMCOG also has data in the system for non-motorized assets. There is no accounting for condition of path or route in the database. DNR has some information on their trail system. MDOT and DNR have met on this to try to coordinate assets but have not gone very far.

There is a long way to go to manage non-motorized assets.

What needs to happen – framework and database management structure is in place, but need to get Act 51 agencies to collect data on non-motorized facility information (items in handout). These items would help to plan the system.

Also, when early scoping is done on road and bridge projects, take into consideration non-motorized needs. ISTEPA and TEA-21 required this.

“Bicycle and Pedestrian Level of Service” software is being used for analysis.

Bike racks on buses are being used quite a bit and more are needed. They extend the range of access to bus stops and also provide a safety net for riders on snowy or rainy days.

A challenge is that the level of detail needed for pedestrians and bikes is much finer than for roads. Inches mean a lot. There isn't the awareness in the highway community of non-motorized issues.

Statewide, about 1% of the trips made from home to work are by bike and 6.7% are pedestrian trips. In Ann Arbor, about 16 to 17% are made by bike.

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Next meeting is June 24<sup>th</sup>. We will try to get other speakers lined up from other modes for the June meeting.